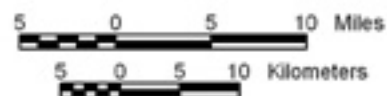
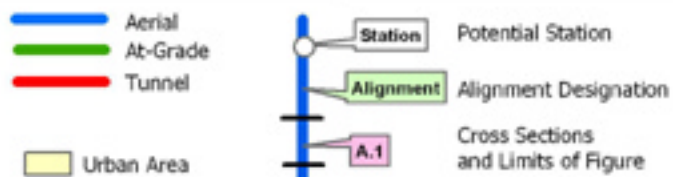


February 6, 2004

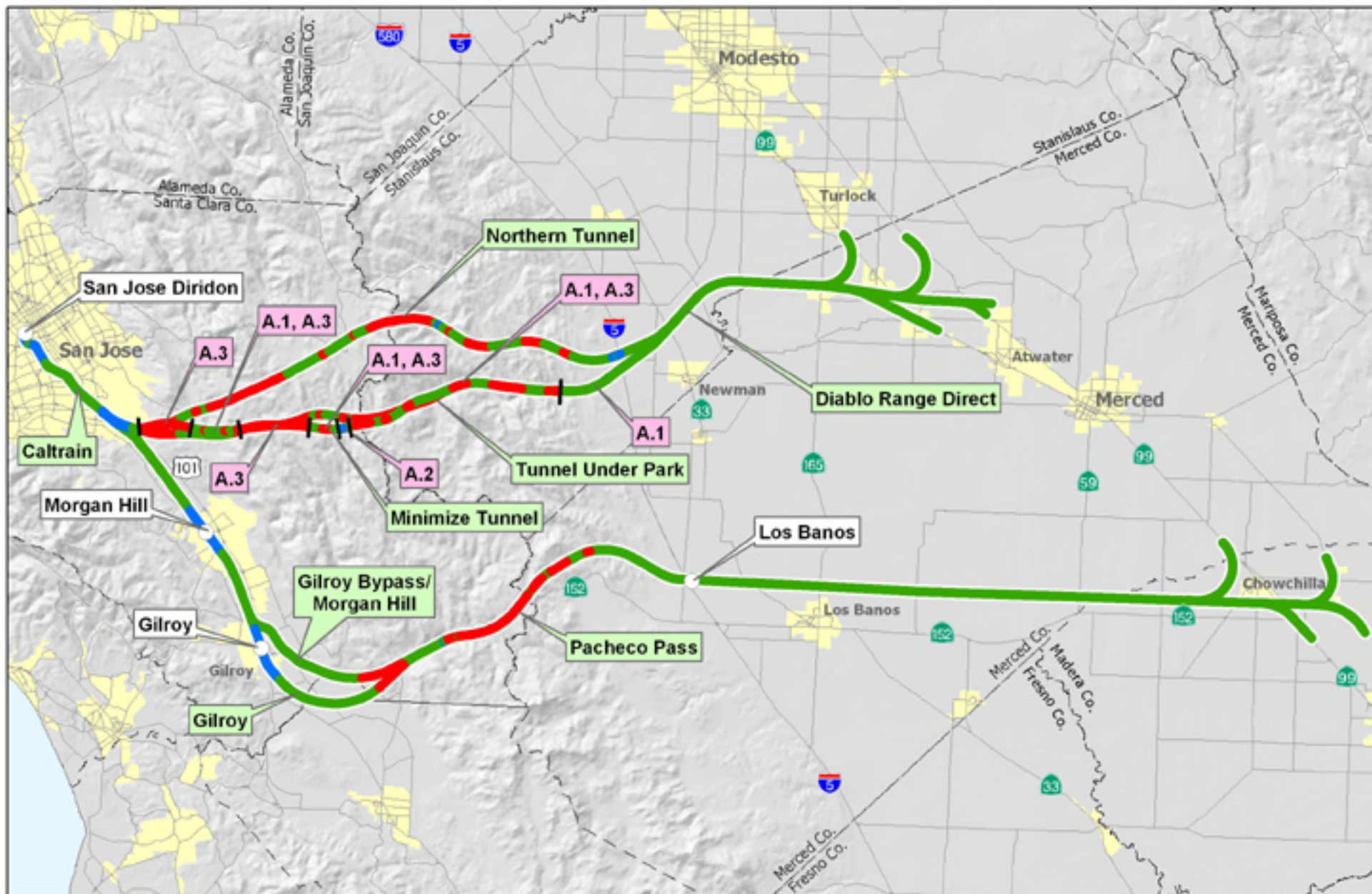


Legend

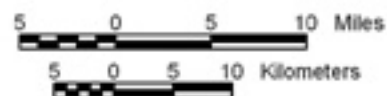


California High Speed Train Program EIR/EIS

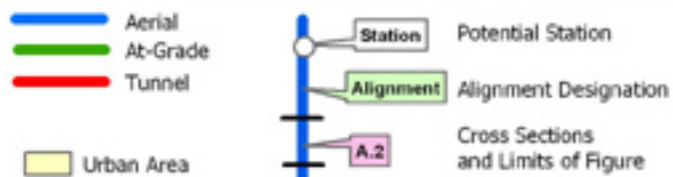
Alignment Structure Types and Corresponding Cross Sections San Jose to Merced Tunnel Under Park Alignment



February 3, 2004

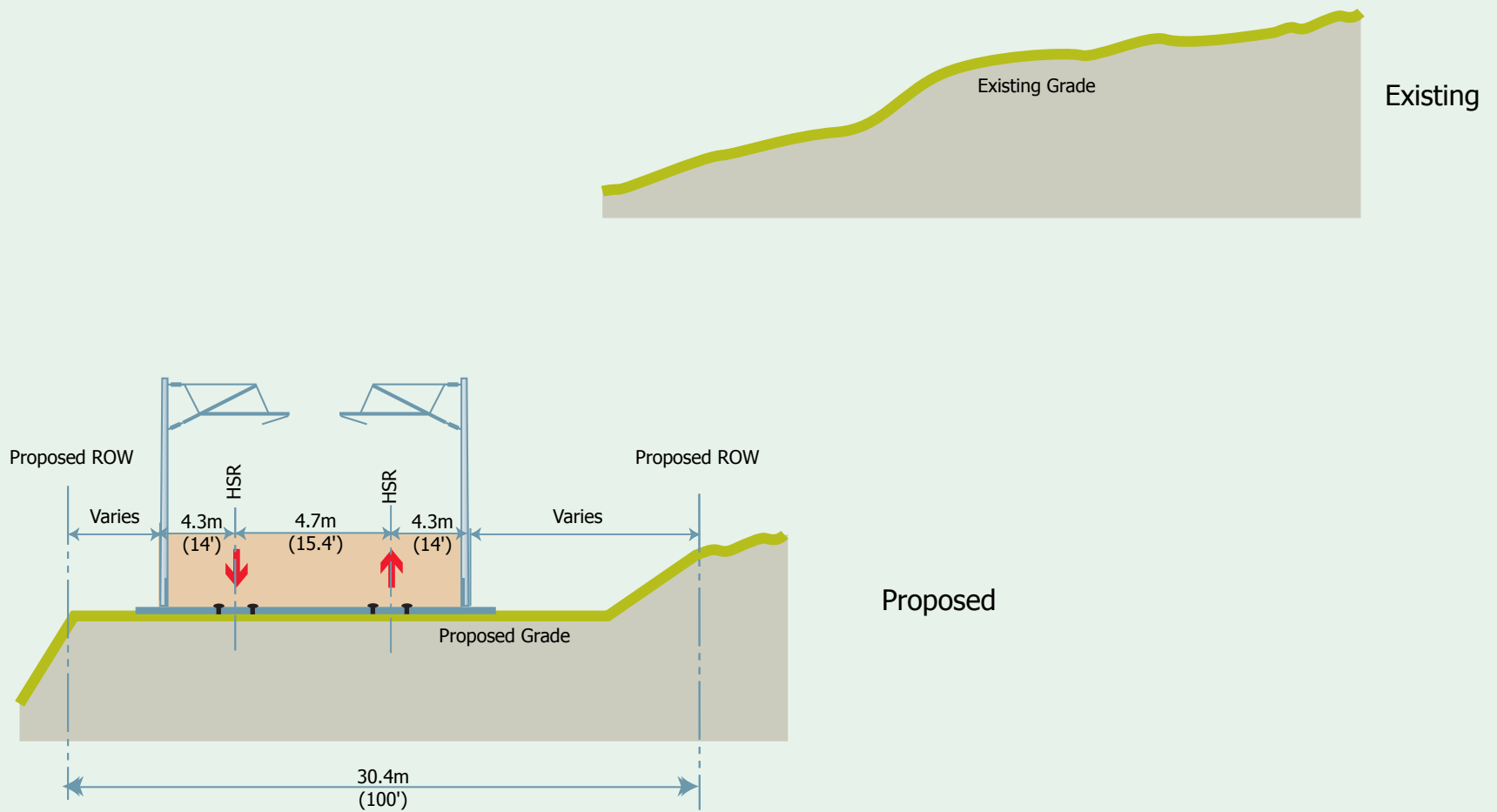


Legend



California High Speed Train Program EIR/EIS

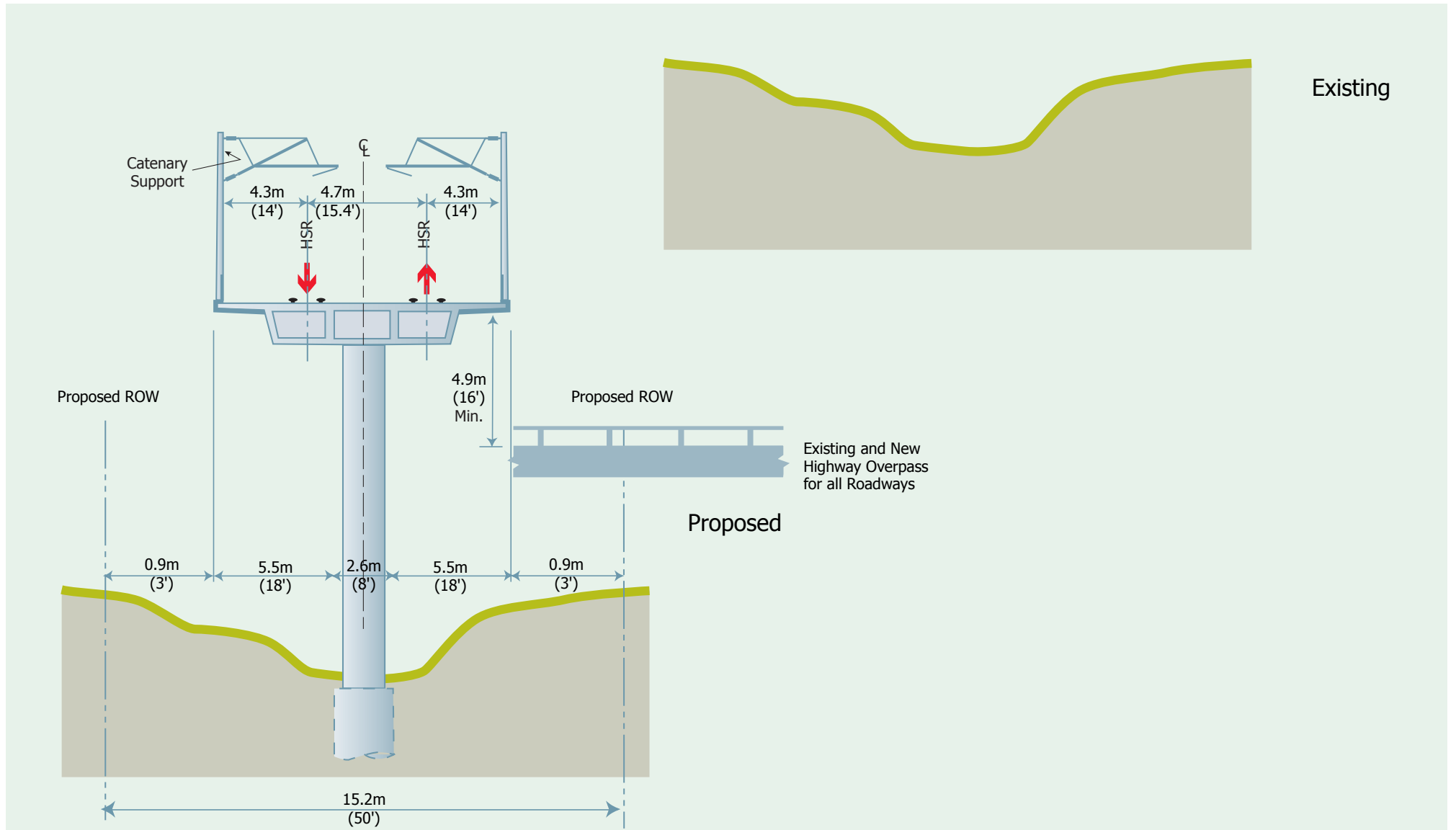
Alignment Structure Types and
Corresponding Cross Sections
San Jose to Merced
Minimize Tunnel Alignment



California High-Speed Train Program EIR/EIS

**Typical At-Grade Mainline Section
(Undeveloped Areas)
Bay Area - Merced Region
Diablo Range Direct Alignment Option
San Jose to Atwater/Gilroy to Los Banos**

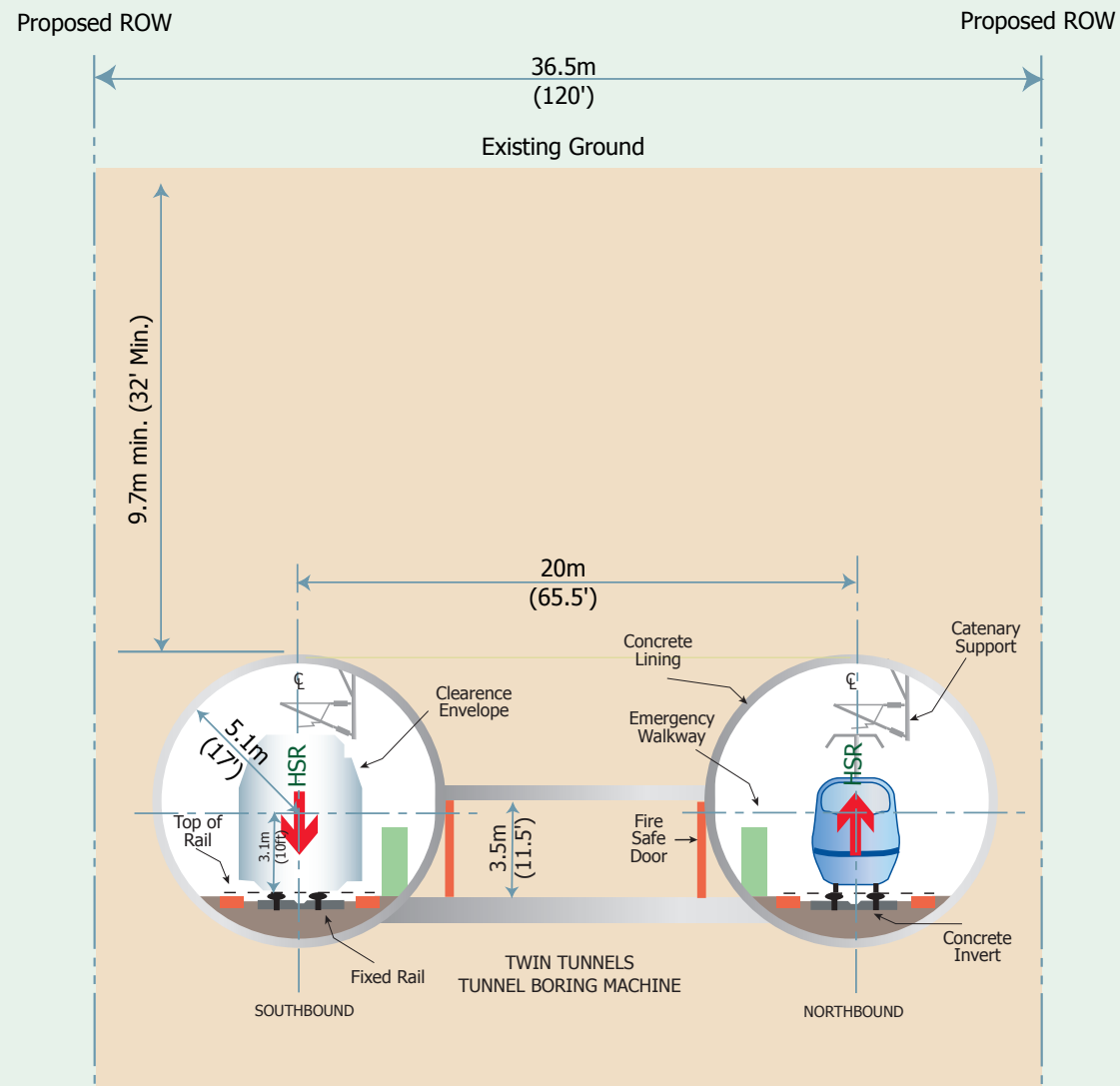
Figure A.1



California High-Speed Train Program EIR/EIS

**Typical Aerial Structure
(Underdeveloped Areas)
Bay Area - Merced Region
Diablo Range Direct Alignment Option
San Jose to Atwater/Gilroy to Los Banos**

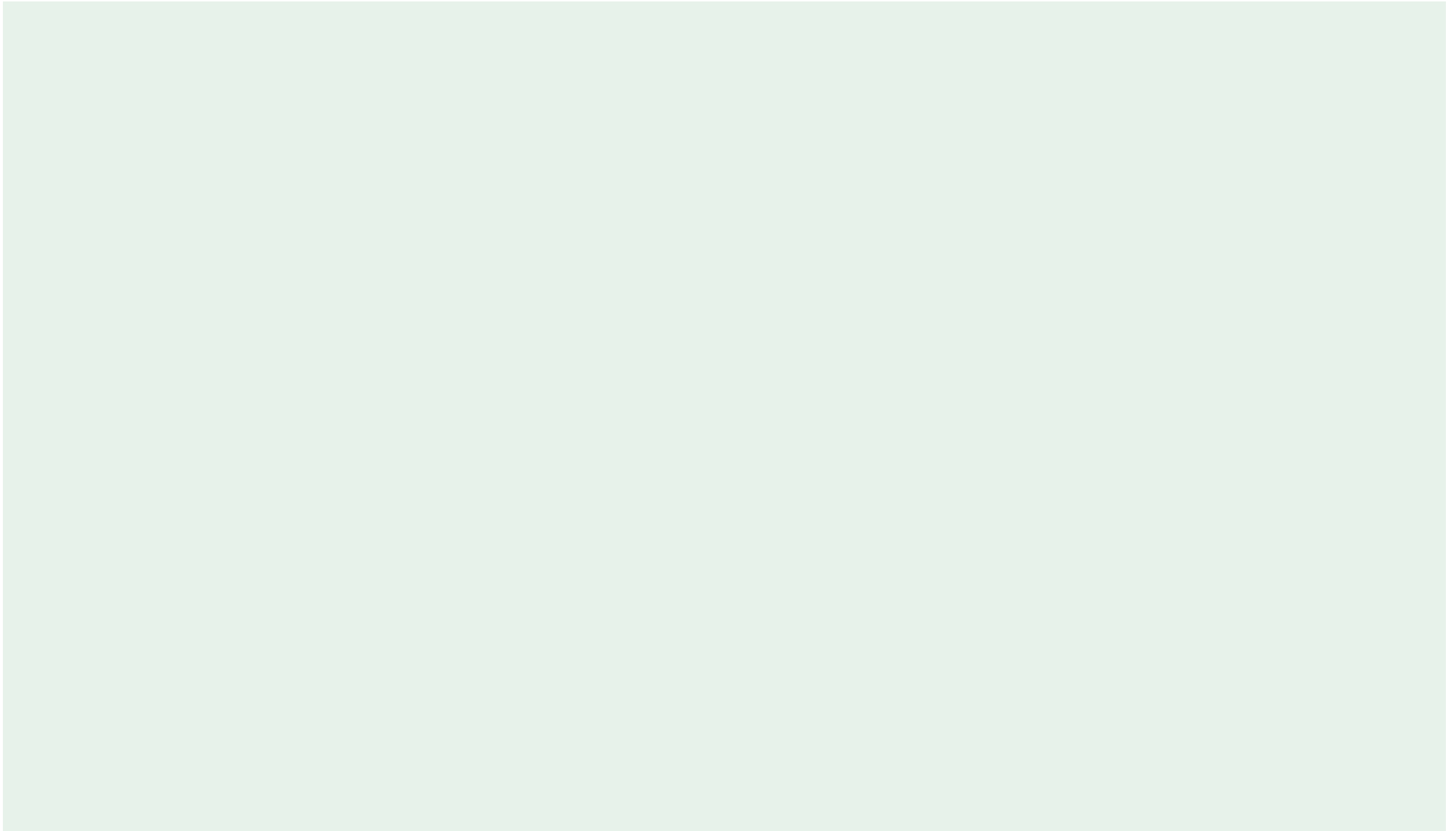
Figure A.2



California High-Speed Train Program EIR/EIS

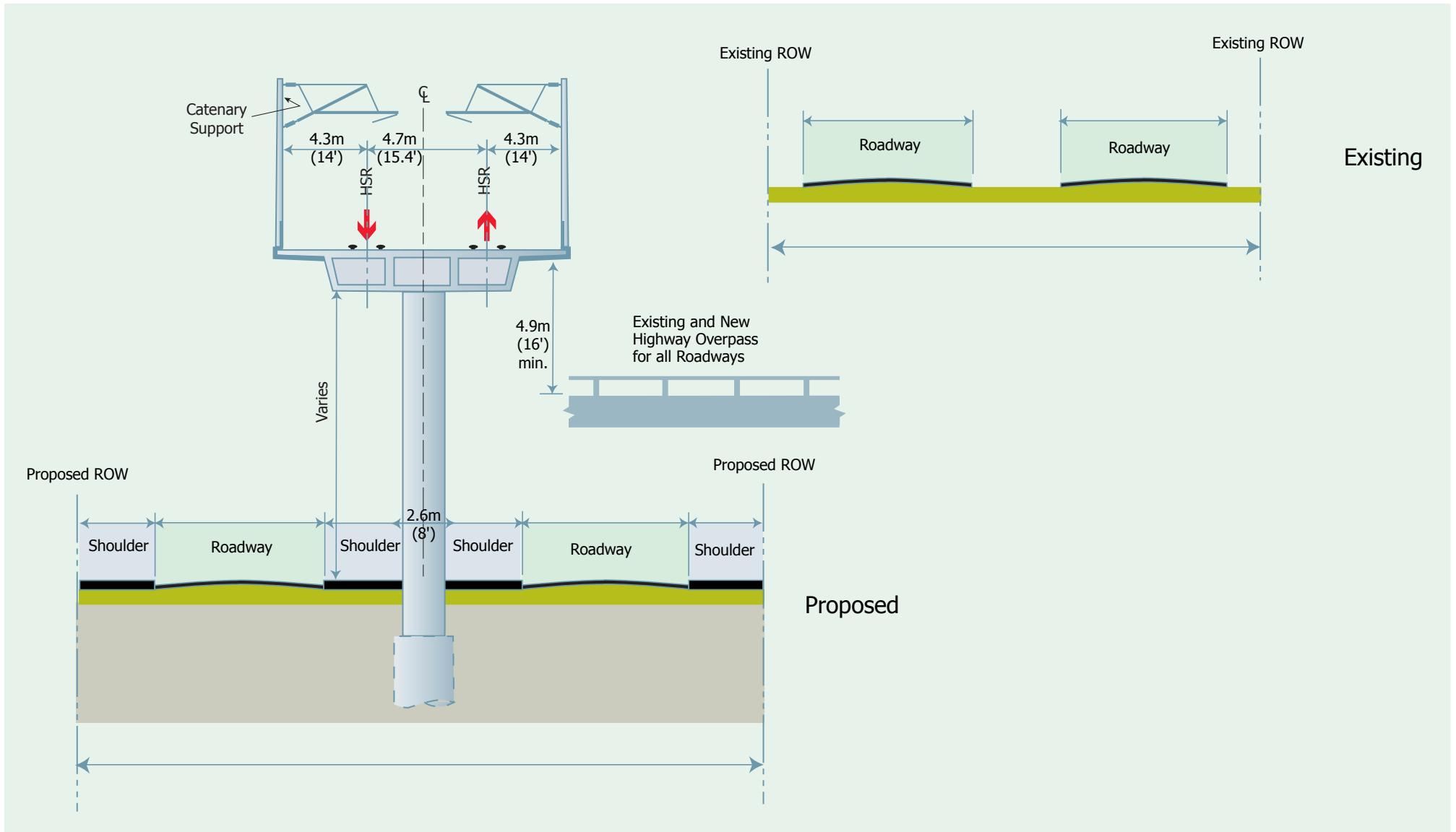
Typical Twin Single Track Tunnel
Tunnel Length Less than 6 Miles
Bay Area - Merced Region
Diablo Range Direct Alignment Option
San Jose to Atwater/Gilroy to Los Banos

Figure A.3



California High-Speed Train Program EIR/EIS

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California High-Speed Train Program EIR/EIS

**Typical Aerial Structure
(Developed Areas)
Bay Area - Merced Region
Diablo Range Direct Alignment Option
San Jose to Atwater/Gilroy to Los Banos**

Figure A.5